

AGENDA

****Board of Directors Special Meeting****

Called by SANBAG President, Dennis Hansberger

May 9, 2007

9:00 a.m.

LOCATION

San Bernardino Associated Governments

Santa Fe Depot

1170 W. 3rd Street, San Bernardino, CA

Board of Directors

President

Dennis Hansberger, Supervisor,
County of San Bernardino

Vice-President

Lawrence Dale, Mayor
City of Barstow

Jim Nehmens, Mayor
City of Adelanto

Rick Roelle, Mayor
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City of Chino

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City of Chino Hills

Kelly Chastain, Mayor
City of Colton

Mark Nuaimi, Mayor
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Bea Cortes, Council Member
City of Grand Terrace

Mike Leonard, Mayor Pro Tem
City of Hesperia

Larry McCallon, Council Member
City of Highland

Robert Christman, Mayor
City of Loma Linda

Paul Eaton, Mayor
City of Montclair

Rebecca Valentine, Council Member
City of Needles

Paul Leon, Mayor
City of Ontario

Diane Williams, Mayor Pro Tem
City of Rancho Cucamonga

Patricia Gilbreath, Mayor Pro Tem
City of Redlands

Grace Vargas, Mayor
City of Rialto

Patrick Morris, Mayor
City of San Bernardino

Kevin Cole, Council Member
City of Twentynine Palms

John Pomierski, Mayor
City of Upland

Mike Rothschild, Council Member
City of Victorville

Richard Riddell, Mayor
City of Yucaipa

Chad Mayes, Council Member
Town of Yucca Valley

Paul Biane, Supervisor
County of San Bernardino

Brad Mitzelfelt, Supervisor
County of San Bernardino

Josie Gonzales, Supervisor
County of San Bernardino

Gary Ovitt, Supervisor
County of San Bernardino

Michael Perovich, Caltrans
Ex-Officio Member

Tony Grasso
Executive Director

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
County Congestion Management Agency
Service Authority for Freeway Emergencies**

Board of Directors Special Meeting

***** (Called by SANBAG President, Dennis Hansberger) *****

AGENDA

**May 9, 2007
9:00 a.m.**

**Santa Fe Depot
1170 W. 3rd Street, San Bernardino**

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional meeting procedures and agenda explanations are attached to the end of this agenda.

Call to Order - 9:00 a.m.
(Meeting chaired by Dennis Hansberger)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – Vicki Watson

DISCUSSION ITEMS

Administrative Matters

- 1. **Trade Corridor Investment Fund Strategies** Pg. 4
Develop and Approve Principles for Project Selection for the Trade
Corridor Investment Fund. **Tony Grasso**

Other Matters

Comments from Board Members

Brief Comments from Board of Directors

Public Comment

Brief Comments by the General Public

Notes/Actions:

ADJOURNMENT

Additional Information

SANBAG Policy Committees

Pg. 30

Acronym List

Pg. 32

Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the SANBAG Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item when an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. The time limits established in "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 1

Date: May 9, 2007

Subject: Trade Corridor Investment Fund Portion of Proposition 1B

Recommendation:* Develop and Approve Principles for Project Selection for the Trade Corridor Investment Fund

Background: On May 18, 2007 the Inland Empire Legislative Caucus will be meeting in San Bernardino. They expect to hear from SANBAG and RCTC about the priorities for the region as they are involved with the enabling legislation for allocation of the Trade Corridor Investment Fund (TCIF).

Examples of possible principles to be further discussed are:

1. Fund allocation should reflect volume of freight transported by all modes.
2. Eligible projects should include those designed primarily to facilitate freight movement by truck, freight movement by rail and mitigation of freight movement impacts on the community.
3. Freight volumes that move through California to the rest of the nation, and freight that originates in or is destined for California, should be considered equally in prioritized projects.

*

Approved
San Bernardino Associated Governments

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

4. Projects should be prioritized in accordance with their potential to:

Reduce freight movement delay
Increase freight movement reliability
Reduce freight movement emission

5. Improvements that support creation of logistics jobs should be given preference over those that merely move freight through with no regional benefit.

6. SANBAG will work collaboratively with its regional partners to ensure that southern California receives a share of funding commensurate with its importance as a national freight gateway.

Financial Impact: This item imposes no impact on the SANBAG Fiscal Year 2006/2007 budget.

Reviewed By: This item will be reviewed by the Board of Directors on May 9, 2007.

Responsible Staff: Tony Grasso

Minute Action

AGENDA ITEM: 7

COPY

Date: May 17, 2006

Subject: Memorandum of Agreement (MOA) No. 07-005 among the County Transportation Commissions (CTCs) to Collaboratively Develop the Southern California Goods Movement Strategy

Recommendation: Approve Memorandum of Agreement No. 07-005 among the CTCs (Attachment 1) for collaborative development of the regional freight movement strategy.

Background: The burgeoning freight movement through Southern California poses significant infrastructure and environmental challenges, but also imposes a need for improved intercounty coordination and ultimately, an institutional arrangement for financing, delivery, and operation of new components of the regional transportation system. This MOA commits the CTCs to improved cooperation and coordination, and can also be seen as a first step toward consideration of institutional arrangements suited to undertake project management and financing, including partnerships with private entities, on a multicounty scale. This MOA does not establish new authority(ies) for sponsorship or delivery of transportation improvements beyond authorities already granted by state law, nor does it change current institutional structures. It does reflect growing recognition that new authority may be needed regarding the public-private partnerships that are viewed as keys to the success of several of the goods movement initiatives under consideration, and that a new institutional structure may be needed as well, particularly in regard to public agency interaction with private financial interests.

Approved Consent

Approved
Board of Directors

Date: June 7, 2006

Moved: Pomierski

Second: Yates

In Favor: 27

Opposed: 0

Abstained: 0

Witnessed:

Anna Aldana

Board Agenda Item
June 7, 2006
Page 2 of 2

Financial Impact: This item has no fiscal impact and is consistent with the approved Fiscal Year 2005-2006 Budget.

Reviewed By: The item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on May 17, 2006.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

MEMORANDUM OF AGREEMENT

NO. 07-005

AMONG

COUNTY TRANSPORTATION COMMISSIONS TO COLLABORATIVELY DEVELOP THE SOUTHERN CALIFORNIA GOODS MOVEMENT STRATEGY

This Memorandum of Agreement No. 07-005 herein referred to as "MOA", is entered into as of _____, 2006 by and among the County Transportation Commissions ("CTCs") of Southern California, namely the Los Angeles County Metropolitan Transportation Authority ("MTA"), Orange County Transportation Authority (OCTA"), Riverside County Transportation Commission ("RCTC"), San Bernardino Associated Governments ("SANBAG"), and the Ventura County Transportation Commission ("VCTC"). Each of the agencies described above (as well as any agencies joining this MOA in the future) shall be collectively referred to herein as the "CTCs".

WHEREAS, the combined ports of Los Angeles and Long Beach are the largest gateway for containerized imports into the United States and the fifth largest port in the world; and the Port of Hueneme is among the nation's leaders in fresh produce and fruit exports and automobile imports; and

WHEREAS, Southern California serves as the principal conduit of goods between the United States and Asia at major cost to its transportation infrastructure, environmental quality and human health, and community livability; and

WHEREAS, goods movement within Southern California comprises an important regional economic opportunity if transportation, environmental health, and community impacts can be remedied; and

WHEREAS, the MTA, OCTA, RCTC, SANBAG, and VCTC have a common interest to address the transportation deficiencies, environmental challenges, and economic opportunities associated with goods movement in and through Southern California; and

WHEREAS, it is envisioned that many of the plans, policies, strategies, and projects to address the challenges and grasp the opportunities afforded by goods movement in Southern California will be multi-county in scope; and

WHEREAS, collaboration and cooperation among the CTCs to develop these goods movement plans, policies, strategies, and projects, and similar collaboration in the areas of public outreach and political advocacy is expected to yield the best results for Southern California as a whole.

NOW, THEREFORE, BE IT RESOLVED that:

1. A collaborative effort will be undertaken by the CTCs in order to formulate a cohesive goods movement plan and policies for Southern California, and in order to prioritize and phase the strategies, projects, and measures to address transportation, environmental, and

community issues associated with goods movement within and through Southern California.

2. Each CTC shall designate a lead staff for all communications and correspondence among the CTCs pursuant to this MOU.
3. Each CTC shall make a good faith effort to notify other CTCs regarding discussions or negotiations on regional goods movement issues with federal, state, private sector, or other CTC representatives.
4. The CTCs recognize the benefits of having defined regional points of contact, and will establish such as needed for various goods movement negotiations, initiatives, and decision-making.
5. The CTCs commit to have regular discussions regarding their efforts in regional goods movement as part of the quarterly Regional Transportation Agencies Coalition meetings, monthly meetings among the Executive Directors of the CTCs, and through the Multi-County Goods Movement Action Plan.
6. It is not the intent of this agreement to establish new authority(ies) for sponsorship or delivery of transportation improvements beyond authorities already granted by state law absent possible future agreements defining a regional goods movement formal structure, as described herein.
7. This MOA will take effect upon signing by all the CTCs, and may be amended only by written revision, signed by all the CTCs.
8. This agreement will remain in effect for a period of three years from the date of execution.
9. Other public agencies responsible for aspects of goods movement in Southern California may become signatories to this agreement by amendment to this agreement.
10. Any CTC may cease to be a party to this agreement by providing written notice of such termination to all other signatories

IN WITNESS WHEREOF, the parties have signed this MOA on the dates set forth below their signatures.

MTA

OCTA

RCTC

SANBAG

VCTC

a07005.doc

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TO: California Transportation Committee Trade Corridor Improvement Fund work group participants

FROM: Alan Lowenthal, Chair, Senate Transportation and Housing Committee

DATE: March 16, 2007

SUBJECT: Trade Corridor Improvement Fund (TCIF)

I appreciate being invited to participate in CTC's work group meetings to establish guidelines for the TCIF. While I cannot attend, I have asked Jennifer Gress on my staff to distribute this statement, which describes some general principles concerning my vision for the TCIF. I am authoring SB 9 to set conditions and criteria for the allocation of funds under this program and it is my hope that SB 9 and CTC's work to establish guidelines will work in tandem.

Before I discuss the TCIF, I want to underscore a statement I made during the California Transportation Foundation's luncheon on Wednesday. I am disappointed in how decisions were made regarding the selection of projects for the Corridor Mobility Improvement Account (CMLA). I am particularly troubled by CTC's resolution suggesting that money from the TCIF would be used to fund some of the projects originally recommended for CMLA funding. These two programs have different emphases and the projects for one program will not necessarily meet the objectives of the other.

My vision for TCIF is focused on reducing the emissions associated with containerized cargo moving from ports of entry to distribution centers in our state and beyond. Ideally, a project selected for TCIF funding would reduce emissions associated with goods movement in a region, but at a minimum, there should be no net increase of emissions as a result of the project.

Goods movement activity is responsible for approximately 30 percent of NOx emissions and 75% of diesel PM emissions statewide, contributing to 2400 premature deaths annually and a host of other health problems including cancer, respiratory illness, and heart disease.

(over please)

The ports and goods movement are a critical component of California's economy and trade is expected to grow dramatically in the next decade. We simply cannot grow unless we get a handle on the environmental and public health impacts of goods movement. Port regions are out of attainment and local communities will not allow infrastructure projects to go forward without some guarantee that their quality of life will improve.

What does reducing emissions mean when it comes to project selection? It means a focus on rail. It means new technology and, most importantly, it means making sure that we incorporate an emissions factor into the project selection criteria and that it is a substantial factor. It also means that for those needed projects that expand capacity and inevitably increase emissions, a sponsoring agency must develop a plan to mitigate those impacts and demonstrate that it has dedicated the funding to do so.

Part of our task is identifying the appropriate measures to achieve the goals of funding the most needed projects while also reducing emissions. As I move forward in incorporating this vision into SB 9, I hope you and the CTC will join me in developing a project selection process that makes sense and is implementable.

If you have any questions or would like to discuss TCIF, please do not hesitate to contact me or Jennifer Gress (jennifer.gress@sen.ca.gov) on my staff.

Project Name: Colton Crossing Rail Road Grade Separation

Project Type: Rail-to-rail Grade Separation

Project Description: Construct a railroad-to-railroad grade separation to replace the at-grade junction of the east-west Union Pacific Railroad (UP) Alhambra/Yuma Line tracks and the north-south Burlington Northern Santa Fe (BNSF)/UP San Bernardino Line tracks just south of I-10 in Colton, California.

Estimated Cost (\$2007): \$150 million

General Rail Information:

- 150 trains per day; many over a mile long.
- All MetroLink service from Riverside to San Bernardino
- Nearly all rail cargo moving east or northeast from the port area use the crossing.
- Nationally significant goods movement "choke point"
- High value cargo from the ports is expected to triple over the next 20 years.

Current Status:

- Project Study Report completed January of 1999.
- Supplemental Project Study Report completed December of 2005.
- Feasibility Study sponsored by UPRR and BNSF completed October of 2006.
- SANBAG is in negotiation with a consultant to perform PA/ED services.

Inclusion in Plans and Programs:

- Project is included in the RTIP.
- Project included in Regional Transportation Plan

Funding Status and sources (in addition to TCIF):

- PA/ED funded through ITIP, \$2.189M authorized through CTC vote (10/2006)
- Funding to pay for the PA/ED effort is about \$1.5M more than the available ITIP funds; SANBAG is working with CTC and Caltrans Rail to close the funding gap.
- Final design and construction funds have not been identified; railroad contributions are to be negotiated and should represent a majority share.

Other Notes:

- The proposed grade separation consists of raising the UPRR mainline tracks over the BNSF mainline, by means of new bridge structures that would go over the existing BNSF southwest quadrant Wye connection, over BNSF's double track mainline and over La Cadena Drive. The total project length is approximately 1.7 miles. The locally preferred alternative in the Project Study Report (PSR) and Supplemental Project Study Report (SPSR) consists of approximately 6,000 feet of retaining walls, additional trackage, and a small amount of right of way.

Project Name: High Desert Corridor, Phase 1

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between US Route 395 and Interstate 15, construct a new six-lane freeway to provide access to the Southern California Logistics Airport in the City of Victorville.

Estimated Cost (\$2007): \$600 million

Traffic and Truck Information:

- Current traffic served by a rural 2/4 lane arterial with 6,000-13,000 vehicles per day
- Traffic forecasts show 60,000-80,000 vehicles per day by 2035
- Traffic forecasts show 20-40% truck volumes on the facility
- Provides connection to Southern California Logistics Airport, which is planned to include a BNSF domestic container intermodal yard

Current Status

- PSR completed 1998
- RSTIS completed 2002
- Los Angeles MTA North County Combined Highway Corridors Study Completed 2004
- PA&ED underway, anticipated to be complete by late 2008

Inclusion in Plans and Programs

- Project included in RTIP and RTP
- Contributions to the project included in the Measure I 2010-2040 Expenditure Plan.
- I-15/HDC interchange listed in the Nexus Study
- Not included in state Goods Movement Action Plan

Funding Status and sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan:
 - Project listed under Victor Valley Major Local Highway Projects program. Expenditure Plan anticipates a contribution from Measure I, but the minimal contribution is intended to leverage additional state, federal and private funds
 - \$43.15 million in development mitigation identified for the I-15/HDC in the Nexus Study
- Project has received approximately \$19million in federal funds from TEA-21, SAFETEA-LU and various appropriations bills.
- Project is STIP eligible
- Project is candidate for Public-Private Partnership

Other Notes

- Specific level of contribution from Measure I 2010-2040 is undefined. The Expenditure Plan anticipates contributions to a number of Victor Valley Major Projects that in total far exceed the anticipated funding of the program.
- Victor Valley Area Transportation Study is currently working to provide a financial strategy to enable the delivery of a transportation system for the Victor Valley that will accommodate proposed growth. Results of the financial plan are anticipated by July 2007.

Project Name: State Route 58 Realignment and Widening Project

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between Hinkley and Barstow, improve State Route 58 from a two-lane conventional highway to a four-lane divided expressway.

Estimated Cost (\$2007): \$112,988,000

Traffic and Truck Information:

- Approx. 4,000 5+ axle trucks per day on this portion of SR58
- Approx. 4,500 trucks per day total
- Approx. 12,000 vehicles per day
- Truck traffic represents approximately 39% of ADT
- Project acts as the westerly extension of Interstate 40, providing an important connection to SR-99 and Interstate 5 in the Central Valley.

Current Status:

- Project Approval and Environmental Document expected to be complete in 2010

Inclusion in Plans and Programs:

- Project is included in the Regional Transportation Program for PA&ED
- Project is included in the Regional Transportation Plan
- Project is not included in the Measure I 2010-2040
- Project is not included in the State Goods Movement Action Plan

Funding Status and Sources:

- Measure I 2010-2040 Expenditure Plan North Desert (Total Major Projects program is approx \$30M based on \$8B total MI revenue)
- STIP (IIP, named as high priority route in state Interregional Transp. Strategic Plan)

Other Notes:

- Freight movement connection critical to the state and supported by the City of Barstow, Caltrans, SANBAG, and Kern County, but not successful to date in obtaining construction funding through the CTC, in part because of its high cost. Project is not a candidate for SLPP funds.

Project Name: I-15/I-215 Interchange (Devore Interchange) Reconstruction

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Complete reconstruction of the freeway-to-freeway interchange to eliminate lane drops on I-15. Truck delay may be further reduced by the addition of truck bypass lanes.

Estimated Cost (\$2007): \$200 million

Traffic and Truck Information:

- Over 13,000 5+ axle trucks per day on this portion of I-15
- 21,000 trucks per day total
- 140,000 vehicles per day south of I-215
- 160,000 vehicles per day north of I-215
- Annual growth on I-15 S. of interchange of over 5% per year
- Most critical bottleneck on I-15 in San Bernardino County
- Northbound PM traffic queues extend southerly to Sierra Ave. on most weekdays (over three miles) for several hours. Friday PM delays much longer.
- Traffic forecasts show 200,000 vehicles per day by 2030
- Key goods movement gateway to Southern California

Current Status:

- Project Report and Environmental Document being initiated in Spring, 2007

Inclusion in Plans and Programs:

- PA/ED included in the RTIP
- Reconstruction included in Regional Transportation Plan
- Included in Measure I 2010-2040 Expenditure Plan as part of the Cajon Pass Program
- Not included in the state GMAP

Funding Status and sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan \$53M based on \$8B total MI revenue
- STIP
- State-Local Partnership (SLPP, perhaps \$60M total to SBCo.)
- Possible participation from Nevada interests

Other Notes:

- Committed funding represents about 30% of total cost. Project is also a candidate for SLPP funds. This project is identified as the highest priority need in the short term in SANBAG's approved *I-15 Comprehensive Corridor Study* – a Major Investment Study (MIS) prepared for Southern California Association of Governments (SCAG) and Caltrans District 8.

Project Name: Interstate-10 Auxiliary Lanes and Interchange Improvements

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between I-15 and I-215, add auxiliary lanes to reduce weaving conflicts and reconstruct deficient freeway interchanges that provide principal truck access from I-10 to adjacent major logistics warehousing districts.

Estimated Cost (\$2007): \$600 million

Traffic and Truck Information:

- 13,000 to 15,000 5+ axle trucks per day on this portion of I-10
- 20,000 to 24,000 trucks per day total
- 204,000 to 237,000 vehicles per day
- Currently, most congested freeway segment in San Bernardino county
- Daily bi-directional queues
- Traffic forecasts show 240,000 to 270,000 vehicles per day by 2030 (from the PSR)
- Principal truck route out of LA Basin to AZ, TX, and the Gulf Coast.

Current Status:

- Project Study Report completed 2006, interchanges in various stages of project development

Inclusion in Plans and Programs:

- Auxiliary lanes and interchanges programmed in the RTIP.
- Project included in Regional Transportation Plan
- Both I-10 widening and interchange projects included in Measure I 2010-2040 Expenditure Plan
- Not included in the state GMAP

Funding Status and sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan:
 - For freeway mainline, \$810M based on \$8B total MI revenue (includes I-10 east of I-215)
 - Sample interchanges: Citrus and Cherry, approx. \$50M each total (\$30-35M MI, \$15-20M fair share), all IC's included
 - All interchanges included in Nexus Study
- STIP
- State-Local Partnership (SLPP, perhaps \$60M total to SBCo)

Other Notes:

- Project will be fully funded by Measure I 2010-2040 Freeway and Interchange programs, STIP, federal earmarks, and possible SLPP.

BILL NUMBER: SB 9 AMENDED
BILL TEXT

AMENDED IN SENATE APRIL 10, 2007

INTRODUCED BY Senator Lowenthal

DECEMBER 4, 2006

~~An act relating to transportation, and declaring the urgency thereof, to take effect immediately. An act to amend Section 8879.23 of the Government Code, relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 9, as amended, Lowenthal. Trade corridor improvement: transportation project selection.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19,925,000,000 of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements.

The act requires the sum of \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund, which is established under the act. The money in the fund is required to be available, upon appropriation in the annual Budget Act by the Legislature, and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission.

~~This bill would set forth the intent of the Legislature to enact legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund.~~

~~The bill would declare that it is to take effect immediately as an urgency statute.~~

This bill would require projects proposed for funding from the Trade Corridors Improvement Fund to be included in an approved regional transportation plan. The bill would require the commission to allocate funds for trade infrastructure improvements in a manner that places emphasis on projects that demonstrate regional support and cooperation by multiple agencies and jurisdictions. The bill would require the commission, when allocating these funds, to consider specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity, as specified. The bill would require local agencies applying for these funds to include a plan to mitigate emissions associated with their projects to be funded, as specified. The bill would require that projects receiving funds be fully funded and ready for construction and that the funds be used only for construction costs. The bill would require \$50,000,000 of the moneys to be allocated from the Trade Corridors Improvement Fund to be available for infrastructure projects that demonstrate the potential to support the movement of freight in a

manner that produces zero emissions.
Vote: 2/3 majority . Appropriation:
10. Fiscal committee: no yes
State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 8879.23 of the Government Code is amended to read:
8879.23. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 is hereby created in the State Treasury. The Legislature intends that the proceeds of bonds deposited in the fund shall be used to fund the mobility, safety, and air quality improvements described in this article over the course of the next decade. The proceeds of bonds issued and sold pursuant to this chapter for the purposes specified in this chapter shall be allocated in the following manner:

(a) (1) Four billion five hundred million dollars (\$4,500,000,000) shall be deposited in the Corridor Mobility Improvement Account, which is hereby created in the fund. Funds in the account shall be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on highly congested travel corridors in California. Funds in the account shall be used for performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors, as identified by the department and regional or local transportation agencies, pursuant to the process in paragraph (3) or (4), as applicable.

(2) The commission shall develop and adopt guidelines, by December 1, 2006, including regional programming targets, for the program funded by this subdivision, and shall allocate funds from the account to projects after reviewing project nominations submitted by the Department of Transportation and by regional transportation planning agencies or county transportation commissions or authorities pursuant to paragraph (4).

(3) Subject to the guidelines adopted pursuant to paragraph (2), the department shall nominate, by no later than January 15, 2007, projects for the allocation of funds from the account on a statewide basis. The department's nominations shall be geographically balanced and shall reflect the department's assessment of a program that best meets the policy objectives described in paragraph (1).

(4) Subject to the guidelines adopted pursuant to paragraph (2), a regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 may nominate projects identified pursuant to paragraph (1) that best meet the policy objectives described in that paragraph for funding from the account. Projects nominated pursuant to this paragraph shall be submitted to the commission for consideration for funding by no later than January 15, 2007.

(5) All nominations to the California Transportation Commission shall be accompanied by documentation regarding the quantitative and qualitative measures validating each project's consistency with the policy objectives described in paragraph (1). All projects nominated to the commission for funds from this account shall be included in a regional transportation plan.

(A) Is a high-priority project in the corridor as demonstrated by either of the following: (i) its inclusion in the list of nominated projects by both the department pursuant to paragraph (3) and the regional transportation planning agency or county transportation commission or authority, pursuant to paragraph (4); or (ii) if needed to fully fund the project, the identification and commitment of supplemental funding to the project from other state, local, or federal funds.

(C) Improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment.

(7) Where competing projects offer similar mobility improvements to a specific corridor, the commission shall consider additional benefits when determining which project shall be included in the program for funding. These benefits shall include, but are not limited to, the following:

(B) A finding that the project substantially increases the safety for travelers in the corridor.

(9) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility improvements the program is achieving.

(c) Three billion one hundred million dollars (\$3,100,000,000) shall be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, which is hereby created in the fund. The money in the account shall be available, upon appropriation

y the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, as follows:

(1) (A) Two billion dollars (\$2,000,000,000) shall be transferred to the Trade Corridors Improvement Fund, which is hereby created. The money in this fund shall be available, upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. In determining projects eligible for funding, the commission shall consult the trade infrastructure and goods movement plan submitted to the commission by the Secretary of Business, Transportation and Housing and the Secretary for Environmental Protection. No moneys shall be allocated from this fund until the report is submitted to the commission for its consideration, provided the report is submitted no later than January 1, 2007. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the statewide port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC) pursuant to Section 1760 of the Harbors and Navigation Code, when determining eligible projects for funding. Projects proposed for funding must be included in an approved regional transportation plan. Eligible projects for these funds include, but are not limited to, all of the following:

(i) Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(ii) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(iii) Projects to enhance the capacity and efficiency of ports.

(iv) Truck corridor improvements, including dedicated truck facilities or truck toll facilities.

(v) Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.

(vi) Surface transportation improvements to facilitate the movement of goods to and from the state's airports.

(B) The commission shall allocate funds for trade infrastructure improvements from the account in a manner that (i) addresses the state's most urgent needs, (ii) balances the demands of various ports (between large and small ports, as well as between seaports, airports, and land ports of entry), (iii) provides reasonable geographic balance between the state's regions, and

(iv) places emphasis on projects that demonstrate regional support and cooperation by multiple agencies and jurisdictions, and (v) prioritizes projects that improve trade

freight mobility while reducing emissions of diesel particulate and other pollutant emissions. In addition, the commission shall also consider the following factors when allocating these funds:

(i) Emissions of diesel particulate, sulfur oxides, oxides of nitrogen, and carbon dioxide associated with the construction and operation of a proposed project. Emissions shall be estimated using methods approved by the State Air Resources Board.

(ii) "Velocity," which means the speed by which large cargo would travel from the port through the distribution system.

(iii) "Throughput," which means the volume of cargo that would move from the port through the distribution system.

(iv) "Reliability," which means a reasonably consistent and predictable amount of time for cargo to travel from one point to another on any given day or at any given time in California.

(v) "Congestion reduction," which means the reduction in recurrent daily hours of delay to be achieved.

(C) Projects funded under this paragraph shall be selected in part for their potential to reduce the emissions associated with trade activity that occurs in the region or that produce no net increase in emissions on a regional level. Emissions associated with the construction and operation of a project shall be the responsibility of the agency or agencies proposing the project. Agencies applying for funds under this paragraph shall submit with their proposals for funding a plan to mitigate the emissions associated with the project. Mitigation projects may include, but are not limited to, a program whereby heavy-duty diesel trucks and construction equipment are retrofitted or replaced with the best available control technology, the replacement or retrofit of locomotive engines, or the use of ultra-low sulfur diesel fuel. Mitigation plans shall be developed in coordination with the air district in whose jurisdiction the project is situated. Instead of developing a mitigation plan, agencies applying for funds may pay a fee to the local air district to develop a plan and mitigate the emissions associated with the project on its behalf. The fee shall be determined by the local air district and may not exceed the actual costs to mitigate the emissions associated with the construction and operation of the project plus up to 3 percent for administration of the program.

(D) An agency applying for funds under this paragraph shall also submit with its application for funding an evaluation plan to assess the extent to which the performance standards enumerated in subparagraph (B) and on which funding for the project is based are being achieved. The evaluation plan shall provide for periodic monitoring of the project over a 20-year period of time.

(E) The commission shall allocate funds made available by this paragraph to projects that have identified and committed supplemental funding from appropriate local, federal or private sources. ~~The commission shall determine the appropriate amount of supplemental funding each project should have to be eligible for monies from this fund based on a project-by-project review and an assessment of the project's benefit to the state and the program, including fees charged~~

For the movement of cargo in containers . Except for border access improvements described in clause (v) of subparagraph (A), improvements funded with moneys from this fund shall have supplemental funding that is at least equal to the amount of the contribution from the fund. The commission may give priority for funding to projects with higher levels of committed supplemental funding.

(F) The commission shall only fund those projects that, with funds made available by this paragraph, would be fully funded and ready for construction. Funding provided under this paragraph may only be used for the costs of construction.

(G) Of the funds made available under this paragraph, fifty million dollars (\$50,000,000) shall be available for infrastructure projects that demonstrate the potential to support the movement of freight in a manner that produces zero emissions. Examples of eligible projects include, but are not limited to, magnetic levitation and the electrification of rail.

(H) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility and air quality improvements the program is achieving.

(2) One billion dollars (\$1,000,000,000) shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. Funds made available by this paragraph are intended to supplement existing funds used to finance strategies and public benefit projects that reduce emissions and improve air quality in trade corridors commencing at the state's airports, seaports, and land ports of entry.

(3) One hundred million dollars (\$100,000,000) shall be available, upon appropriation by the Legislature, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. Eligible applicants shall be publicly owned ports, harbors, and ferryboat and ferry terminal operators, which may submit applications for projects that include, but are not limited to, the following:

- (A) Video surveillance equipment.
- (B) Explosives detection technology, including, but not limited to, X-ray devices.
- (C) Cargo scanners.
- (D) Radiation monitors.
- (E) Thermal protective equipment.
- (F) Site identification instruments capable of providing a fingerprint for a broad inventory of chemical agents.
- (G) Other devices capable of detecting weapons of mass destruction using chemical, biological, or other similar substances.
- (H) Other security equipment to assist in any of the following:
 - (i) Screening of incoming vessels, trucks, and incoming or outbound cargo.
 - (ii) Monitoring the physical perimeters of harbors, ports, and ferry terminals.
 - (iii) Providing or augmenting onsite emergency response capability.

(I) Overweight cargo detection equipment, including, but not limited to, intermodal crane scales and truck weight scales.

(J) Developing disaster preparedness or emergency response plans.

The Office of Emergency Services shall report to the Legislature on March 1 of each year on the manner in which the funds available pursuant to this paragraph were expended for that fiscal year.

(d) Two hundred million dollars (\$200,000,000) shall be available, upon appropriation by the Legislature, for schoolbus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.

(e) Two billion dollars (\$2,000,000,000) shall be available for projects in the state transportation improvement program, to augment funds otherwise available for this purpose from other sources. The funds provided by this subdivision shall be deposited in the Transportation Facilities Account which is hereby created in the fund, and shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission in the same manner as funds allocated for those projects under existing law.

(f) (1) Four billion dollars (\$4,000,000,000) shall be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature, to the Department of Transportation for intercity rail projects and to commuter or urban rail operators, bus operators, waterborne transit operators, and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation, or replacement.

(2) Of the funds made available in paragraph (1), four hundred million dollars (\$400,000,000) shall be available, upon appropriation by the Legislature, to the department for intercity rail improvements, of which one hundred twenty-five million dollars (\$125,000,000) shall be used for the procurement of additional intercity railcars and locomotives.

(3) Of the funds remaining after the allocations in paragraph (2), 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99314 of the Public Utilities Code, and 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99313 of the Public Utilities Code, subject to the provisions governing funds allocated under those sections.

(g) One billion dollars (\$1,000,000,000) shall be deposited in the State-Local Partnership Program Account, which is hereby created in the fund. The funds shall be available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds shall be required for an applicant transportation agency to receive state funds under this program.

(h) One billion dollars (\$1,000,000,000) shall be deposited in the Transit System Safety, Security, and Disaster Response Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to

increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

(i) One hundred twenty-five million dollars (\$125,000,000) shall be deposited in the Local Bridge Seismic Retrofit Account, which is hereby created in the fund. The funds in the account shall be used, upon appropriation by the Legislature, to provide the 11.5 percent required match for federal Highway Bridge Replacement and Repair funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department of Transportation.

(j) (1) Two hundred fifty million dollars (\$250,000,000) shall be deposited in the Highway-Railroad Crossing Safety Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation for the completion of high-priority grade separation and railroad crossing safety improvements. Funds in the account shall be made available for allocation pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, except that a dollar for dollar match of nonstate funds shall be provided for each project, and the limitation on maximum project cost in subdivision (g) of Section 2454 of the Streets and Highways Code shall not be applicable to projects funded with these funds.

(2) Notwithstanding the funding allocation process described in paragraph (1), in consultation with the department and the Public Utilities Commission, the California Transportation Commission shall allocate one hundred million dollars (\$100,000,000) of the funds in the account to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. The allocation of funds under this paragraph shall be made in consultation and coordination with the High-Speed Rail Authority created pursuant to Division 19.5 (commencing with Section 185000) of the Public Utilities Code.

(k) (1) Seven hundred fifty million dollars (\$750,000,000) shall be deposited in the Highway Safety, Rehabilitation, and Preservation Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission, for the purposes of the state highway operation and protection program as described in Section 14526.5.

(2) The department shall develop a program for distribution of two hundred and fifty million dollars (\$250,000,000) from the funds identified in paragraph (1) to fund traffic light synchronization projects or other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads.

(l) (1) Two billion dollars (\$2,000,000,000) shall be deposited in the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006, which is hereby created in the fund. The proceeds of bonds deposited into that account shall be available, upon appropriation by the Legislature, for the purposes specified in this subdivision to the Controller for administration and allocation in the fiscal year in which the bonds are issued and sold, including any interest or other return earned on the investment of those moneys, in the following manner:

(A) Fifty percent to the counties, including a city and county, in accordance with the following formulas:

§ 9 Senate Bill - AMENDED

(i) Seventy-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(ii) Twenty-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state. For the purposes of apportioning funds under this clause, any roads within the boundaries of a city and county that are not state highways shall be deemed to be county roads.

(B) Fifty percent to the cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state, provided, however, that the Controller shall allocate a minimum of four hundred thousand dollars (\$400,000) to each city, pursuant to this subparagraph.

(2) Funds received under this subdivision shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(A) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.

(B) In the case of an eligible county, into the county road fund.

(C) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

(3) For the purpose of allocating funds under this subdivision to cities and a city and county, the Controller shall use the most recent population estimates prepared by the Demographic Research Unit of the Department of Finance. For a city that incorporated after January 1, 1998, that does not appear on the most recent population estimates prepared by the Demographic Research Unit, the Controller shall use the population determined for that city under Section 11005.3 of the Revenue and Taxation Code.

(4) Funds apportioned to a city, county, or city and county under this subdivision shall be used for improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes.

(5) At the conclusion of each fiscal year during which a city or county expends the funds it has received under this subdivision, the Controller may verify the city's or county's compliance with paragraph (4). Any city or county that has not complied with paragraph (4) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with paragraph (4) shall be reallocated to the other counties and cities whose expenditures are in compliance.

~~SECTION 1. It is the intent of the Legislature to amend legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors~~

~~improvement fund established under paragraph (1) of subdivision (a)
of Section 9979.23 of the Government Code.
SEC. 2. This act is an emergency statute
necessary for the immediate preservation of the public peace, health,
and safety within the meaning of Article IV of the Constitution and
shall go into immediate effect. The facts constituting the necessity~~

~~are:
In order to provide at the earliest possible time a process for
the selection of trade corridor improvement transportation projects
to be funded under the Highway Safety, Traffic Reduction, Air
Quality, and Port Security Road Act of 2006, it is necessary that
this act take effect immediately.~~

Criteria for Selection of Infrastructure Projects and Operational Improvements from the California Goods Movement Action Plan

Of all the areas, criteria for goods movement infrastructure and operation improvements are the most specific. This results because the logistics industry has long used three key measures to determine the state of a goods movement system: velocity, throughput, and reliability. These items are described below along with other criteria that should be considered. No single project will meet all the criteria, but those listed provide a means to evaluate a candidate project's value.

Improves Velocity

In an era of Just in Time (JIT) logistics, the speed at which goods are able to move across the system and arrive on the shelf is crucial. As a criterion for infrastructure improvements, *velocity* refers to this speed of goods delivery. As this plan will demonstrate, there are several means by which velocity in the goods movement system can be increased. Any prospective project should be evaluated on its ability to increase velocity.

Increases Throughput

Throughput is an indication of the volume of goods handled by the system. When considering California's seaports, throughput is considered in terms of the number of TEU passing through the port per year. One way to express throughput at sea ports is in terms of *throughput density*. *Throughput density* is the annual throughput divided by the size of the terminal. Increasing throughput density can increase throughput without physically expanding the size of the port itself. Throughput density is affected in general terms by the following three parameters: *Static Storage Capacity*, *Container Dwell Time* and *Net/Gross Area Ratio*. *Static storage capacity* is the number of containers, expressed in TEU that can be physically housed at the port at any given time. Expanding this capacity would contribute to an overall increase in throughput density. *Container dwell time* is the period of time that a container will remain in the port. Actions which shorten this time period would contribute to an overall increase in throughput density. Finally, the *Net/Gross Area Ratio* is the percentage of space at the port that is actually available for storage. "Some terminals have features like on-dock rail yards, break-bulk or RO/RO (roll-on, roll-off) handling, container freight stations (CFS) or other structures that effectively reduce the net/gross ratio." Actions that maximize net space available for cargo storage will increase the *Net/Gross Area Ratio*, thereby improving overall throughput at the port. Throughput should be considered on an integrated system-wide basis. Throughput as a criterion is relevant also to land entry points (border crossings) and in each of the four goods movement corridors.

Improves Reliability

The reliability of the goods movement system is another important piece of criterion. A proposed action should be evaluated in terms of its potential for increasing reliability. In other words, the project should be judged on its potential to decrease variance. To the logistics industry, the consistency of transportation times is just as valuable as the dimensions of velocity or throughput. Reliability considers all modes of the goods movement industry. Unreliable infrastructure in one segment of the goods movement system will cause bottlenecks and adversely affects other links in the chain. System reliability is directly related to velocity and throughput capacity. Intuitively, increased reliability yields more stability in velocity and throughput.

Velocity, throughput, and reliability are generic criteria. Since each terminal is acting on their own business model, there is a limited extent to which these criteria can be applied. Several operational variables such as transshipping or the choice of container stacking versus wheeled storage can impact velocity, throughput, and reliability. What fits for one terminal may not be a fit for the entire port. Furthermore, as goods leave the ports, they are subject to the limitations at other points in the system.

Reduces Congestion

Determining to what extent a project will reduce congestion for both goods movement and non-goods movement (i.e., commuter) traffic is another criterion for project evaluation. As a static system is burdened with an increasing volume of container flow, the natural consequence is increased congestion. General mobility is impacted by the goods movement industry. Increased truck traffic on streets and highways, as well as increased rail trips through non-grade crossings, are directly related to decreased mobility and increased congestion. Projects that reduce congestion not only improve velocity, throughput, and reliability, they improve Californians' quality of life. Reduced congestion can also positively affect public health and the environment. Stop and go traffic generates more emissions than free flowing traffic and vehicles tend to release more emissions at extremely low speeds or when rapidly accelerating.

Reduces Impact on the Community

Among the range of infrastructure projects, some provide relief of previous community impacts because of reconfigurations of land use or other inherent design elements. Projects such as grade separations reduce noise as trains do not have to sound horns at grade crossings.

Increases Connectivity

Projects should be evaluated as to their potential to increase connectivity across the goods movement system. As goods move from one mode to another (intermodal) there will be variations in velocity and throughput. Better connectivity lends itself to increased reliability, velocity, and throughput systemwide.

Considers Innovative Technology

The extent to which projects consider innovative technologies can be a criterion for evaluation. Technology is constantly evolving and projects should be evaluated on the extent to which they consider such innovation. Projects should be long-lasting improvements and should consider the most promising and the most feasible technological advances.

Improves Energy Efficiency

Projects should be evaluated as to their effect on the aggregate energy/fuel consumption across a transportation network. Infrastructure projects that reduce congestion and minimize fluctuations in velocity would impact the energy efficiency of freight movement and non-freight traffic, thus achieving a wider spectrum of energy efficiency.

Leverages Federal, Local or Private Funding

The extent to which a proposed project has identified and committed supplemental non-State funds should be considered in the selection process. Those projects which demonstrate a higher level of federal, local, or private supplemental funding should be given emphasis.

ALAMEDA CORRIDOR-EAST TRADE CORRIDOR PLAN

San Bernardino County Improvement Plan

Total costs include 1.6x escalation over costs in 2001 plan

Project Description	Total Project Cost In \$ Million	SCHEDULE							
		Prelim. Design/ Environmental		Final Design		Right-of-Way		Construction	
		Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost
PHASE 1 PROJECTS									
Grove Avenue on the Alhambra Line	\$ 2.5	Complete	-	Complete	-	Complete	-	Complete	-
Grove Avenue on the Los Angeles Line	\$ 12.0	Complete	-	Complete	-	Complete	-	Complete	-
Ramona Avenue on the Alhambra and Los Angeles Lines	\$ 15.9	Complete	0.17	Complete	0.30	Complete	3.27	FY07	11.33
Monte Vista Avenue on the Alhambra and Los Angeles Lines	\$ 28.9	Complete	0.40	Complete	1.15	FY07	7.64	FY09	19.91
State/University on the Cajon Line	\$ 27.5	Complete	0.24	FY06	1.42	FY07	4.10	FY08	21.89
Hunts Lane on the Yuma Line	\$ 28.4	FY07	0.45	FY07	1.40	FY08	5.00	FY09	19.55
Milliken Avenue on the Alhambra Line	\$ 52.0	Complete	0.57	FY07	4.43	FY08	0.25	FY09	48.74
* Full funding of Milliken is dependent on OA level									
Phase 1 Total	\$ 113.1								
PHASE 2 PROJECTS									
Alhambra and Los Angeles Lines Combined (UP)									
Central Ave.	\$ 4.6	FY12	0.06	FY13	0.58	FY13	0.81	FY14	3.39
San Antonio Avenue	\$ 31.8	FY11	0.48	FY12	3.98	FY12	4.14	FY13	23.24
Sultana Avenue	\$ 25.3	FY13	0.38	FY14	3.18	FY14	3.29	FY15	18.45
Campus Avenue	\$ 31.7	FY08	0.48	FY09	3.96	FY10	4.12	FY11	23.13
Alhambra Line (UP)									
Vineyard Avenue	\$ 29.8	FY08	0.45	FY09	3.72	FY10	3.37	FY11	21.72
Mt. Vernon Avenue	\$ 5.9	FY12	0.09	FY13	0.74	FY13	0.77	FY14	4.32
Los Angeles Line (UP)									
Vine Avenue	\$ 25.4	FY13	0.38	FY14	3.18	FY14	3.31	FY15	18.57
Bon View Avenue	\$ 25.3	FY11	0.38	FY12	3.16	FY12	3.29	FY13	18.45
Vineyard Avenue	\$ 27.0	FY10	0.41	FY11	3.38	FY11	3.52	FY12	19.74
Archibald Avenue	\$ 31.2	FY08	0.47	FY09	3.90	FY10	4.08	FY11	22.78
Milliken Avenue	\$ 25.8	FY09	0.39	FY10	3.22	FY11	3.35	FY12	18.30
San Bernardino Line (BNSF and UP)									
Main Street	TBD								
Valley Boulevard	\$ 31.4	FY08	0.47	FY08	3.92	FY09	4.08	FY10	22.89
Laurel Street	\$ 27.4	FY09	0.41	FY09	3.42	FY11	3.56	FY12	19.97
Main Street	\$ 27.4	FY10	0.41	FY11	3.42	FY11	3.56	FY12	19.97
Olive Street	\$ 25.8	FY11	0.39	FY12	3.22	FY12	3.35	FY13	18.80
Mt. Vernon Avenue	\$ 43.2	Complete	-	FY08	0.86	Complete	-	FY09	42.50
Other improvements*: E Street, H Street	\$ 0.5	FY08	0.01	FY09	0.06	FY09	0.07	FY10	0.37
Cajon Line (BNSF and UP)									
Palm Avenue	\$ 25.9	FY08	0.40	FY10	3.38	FY11	3.49	FY12	19.62
Glen Helen Parkway	\$ 29.2	FY08	0.42	FY10	3.52	FY11	3.86	FY12	20.58
Ranchero Road	\$ 32.5	Complete	-	FY07	4.06	FY08	4.22	FY09	23.71
Vista Road	\$ 25.8	FY11	0.39	FY11	3.22	FY12	3.35	FY13	18.80
Hinkley Road	\$ 24.5	FY12	0.37	FY13	3.08	FY13	3.18	FY14	17.87
Lanwood Road	\$ 26.7	FY08	0.40	FY09	3.34	FY10	3.47	FY12	19.51
Oro Grande	\$ 9.6	FY12	0.14	FY14	1.20	FY14	1.25	FY15	7.01
Other improvements*: Indian Trail	\$ 0.5	FY07	0.01	FY07	0.06	FY08	0.07	FY09	0.37
Cutoff Line (UP)									
Ranchero Road	\$ 24.5	FY11	0.37	FY12	3.08	FY12	3.18	FY13	17.87
Pheasant Road	\$ 1.0	FY08	0.02	FY08	0.13	FY08	0.13	FY08	0.73
Other improvements*: Johnson Road	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Yuma Line (UP)									
Whittier Avenue	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Beaumont Avenue	\$ 24.5	FY12	0.37	FY14	3.06	FY14	3.18	FY15	17.87
Alessandro Road	\$ 25.3	FY10	0.38	FY11	3.16	FY11	3.29	FY13	18.45
Other improvements*: San Timoteo Canyon Road	\$ 2.0	FY08	0.03	FY08	0.25	FY08	0.26	FY09	1.46
Phase 2 Total	\$ 672.2								
*Not previously indicated for separation, more recent data may indicate otherwise									
Total	\$ 785.3								

ADDITIONAL INFORMATION

SANBAG Policy Committee Membership

April 9, 2007

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Administrative Committee SANBAG President, Vice President, and Immediate Past President 3 East Valley (2 City, 1 County) 3 West Valley (2 City, 1 County) 3 Mt/Desert (2 City, 1 County) City members shall be SANBAG Board Members elected by caucus of city SANBAG Board Members within the subarea. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the Administrative Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts of up to \$25,000 with Board of Directors ratification to follow.	Lawrence Dale, Barstow, Vice President (Chair) Dennis Hansberger, President (Vice Chair) Paul Biane, Past President Robert Christman, Loma Linda Kevin Cole, Twentynine Palms Bea Cortes, Grand Terrace Paul Eaton, Montclair Josie Gonzales, Supervisor Brad Mitzelfelt, Supervisor Gary Ovitt, Supervisor Gwenn Norton-Perry, Chino Hills Rick Roelle, Apple Valley	6/30/2007 6/30/2007 6/30/2007 12/31/2007 12/31/2008 12/31/2008 12/31/2008 12/31/2007 12/31/2007 12/31/2007 12/31/2007 12/31/2007 12/31/2007
Commuter Rail Committee Nine Valley-elected officials, four of who shall be the Southern California Regional Rail Authority primary (*) and alternate (**) members. The terms of appointments for SCRRA members and alternates shall be concurrent with their term on SCRRA. The four remaining members shall be SANBAG Board Members appointed by the SANBAG President for two-year terms.	Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail service in San Bernardino County. * SCRRA Primary Member ** SCRRA Alternate Member	Pat Gilbreath, Redlands (Chair)** Lee Ann Garcia, Grand Terrace (Vice Chair) Kelly Chastain, Colton Robert Christman, Loma Linda Paul Eaton, Montclair * Pat Morris, San Bernardino* Diane Williams, Rancho Cucamonga** Paul Leon, Ontario Vacant (Paul Biane)	Indeterminate (6/30/2007) 12/31/2006 (6/30/2007) 12/31/2007 12/31/2007 Indeterminate Indeterminate Indeterminate 12/31/2008 12/31/2006
Mountain/Desert Committee Membership consists of SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First and Third Districts.	Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.	Rick Roelle, Apple Valley (Chair) Dennis Hansberger, Supervisor (Vice Chair) Kevin Cole, Twentynine Palms Lawrence Dale, Barstow Dennis Hansberger, Supervisor Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Chad Mayes, Yucca Valley Brad Mitzelfelt, Supervisor Trinidad Perez, Adelanto Rick Roelle, Apple Valley Mike Rothschild, Victorville Rebecca Valentine, Needles	Indeterminate (6/30/2007) Indeterminate (6/30/2007) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

[illegible]

Policy Committee Meeting Times

Administrative Committee	Second Wednesday, 9:00 a.m., SANBAG Offices
Commuter Rail Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Major Projects Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Mountain/Desert Committee	Third Friday, 9:00 a.m., Apple Valley
Plans & Programs Committee	Third Wednesday, 1:00 p.m., SANBAG Offices

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996